AMENDMENTS TO THE CLAIMS:

Please amend the claims as follows. This listing of claims will replace all prior listings.

1. (CURRENTLY AMENDED) An augmentor section comprising:

a first set of vanes having at least one vane with at least one fuel injection orifice; and

a second set of vanes having at least one vane with at least one fuel injection orifice, at least one of said second set of vanes axially displaced from at least one of said first set of vanes.

2. (ORIGINAL) The augmentor section as recited in claim 1, wherein said first set of vanes and said second set of vanes are arranged in a 2-vane alternating axial stagger pattern.

3. (CURRENTLY AMENDED) The augmentor section as recited in claim 1, further comprising a first set of fuel ~~exit~~ injection orifices within each of said first set of vanes and a second set of fuel ~~exit~~ injection orifices within each of said second set of vanes.

4. (CURRENTLY AMENDED) A gas turbine engine augmentor section comprising:

a central cone defined along an engine axis;

an inner lining;

a first set of vanes having at least one fuel injection orifice located between said central cone and said inner liner; and

a second set of vanes having at least one fuel injection orifice located between said central cone and said inner liner, said second set of vane axially displaced from said first set of vanes.

5. (ORIGINAL) The gas turbine engine augmentor section as recited in claim 4, wherein said first set of vanes and said second set of vanes are arranged in a 2-vane alternating axial stagger pattern.

6. (ORIGINAL) The gas turbine engine augmentor section as recited in claim 4, further comprising a first set of fuel exit orifices within each of said first set of vanes and a second set of fuel exit orifices within each of said second set of vanes.

7. (CURRENTLY AMENDED) A method of minimizing screech within an augmentor section of a gas turbine engine comprising the step of:

locating a first set of vanes having at least one vane with at least one fuel injection orifice and second set of vanes having at least one vane with at least one fuel injection orifice within the augmentor section such that the flame systems from the at least one fuel injection orifice of the first set of vanes and the at least one fuel injection orifice of the second set sets of vanes are out of phase when subjected to longitudinal velocity fluctuation.

8. (ORIGINAL) A method as recited in claim 7, further comprising the steps of:

providing a first fuel jet airflow penetration from the first set of vanes; and

providing a second fuel jet airflow penetration from the second set of vanes, the second fuel jet airflow penetration greater than the first fuel jet airflow penetration.

9. (ORIGINAL) A method as recited in claim 7, further comprising the step of:

axially displacing the first set of vanes from the second set of vanes.

10. (ORIGINAL) A method as recited in claim 7, further comprising the step of:

axially displacing the first set of vanes upstream from the second set of vanes in an alternating pattern.

11. (NEW) An augmentor section comprising:

a first set of vanes; and

a second set of vanes axially displaced from said first set of vanes wherein said first set of vanes and said second set of vanes are arranged in a 2-vane alternating axial stagger pattern.

12. (NEW) A method of minimizing screech within an augmentor section of a gas turbine engine comprising the step of:

locating a first and second set of vanes within the augmentor section such that the flame systems from the sets of vanes are out of phase when subjected to longitudinal velocity fluctuation;

providing a first fuel jet airflow penetration from the first set of vanes; and

providing a second fuel jet airflow penetration from the second set of vanes, the second fuel jet airflow penetration greater than the first fuel jet airflow penetration.